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Real Estate Transactions

Entered for Record July 22, 1912.
From 10:30 a. m. to 4:30 p. m.
Robert A. Macfie by atty to Kilauoa Sugar Plant Co. L.
August S. Dreier to Arthur Al- woli. Rel.
Chas. A. Reynolds to von Hamm- Young Co Ltd. CM
G. L. Samson and wf to J. E. Ka- hookauma. D
Margaret Lishman by atty to Stella Peck. D
Emilia Souza to Jose R. Gaspar. Rel.
Jose R. Gaspar and wf to Luis R. Gaspar. D
Lin Yee to Mrs. Ping Chung Man. L.
Henry Waterhouse Tr Co Ltd, tr. et al to Honolulu School for Boys. Wm. Henry and wf to J. Alfred Magoon. D
Walluku Sugar Co to C. Brewer & Co Ltd. CM
Oahu College by trs to Walter R. Coombs. D
Walter R. Coombs and wf to Trs. of Oahu College. M
Laura V. Riley to Richard H. Trent. P. A.
Gerhard Segelken by atty to P. G. Riley. D
P. G. Riley and wf to Trent Trust Co Ltd. CM
Von Hamm-Young Co Ltd to Ar- thur Alwoli. Rel.
Von Hamm-Young Co Ltd to Ar- thur Alwoli. Rel.
Charles Kamman to L. L. Mc- Candless. AL
Entered for Record July 23, 1912.
From 8:30 a. m. to 10:30 a. m.
Western & Hawn Invstmt Co Ltd. to D. B. Macnachie. Rel.
William L. Hardy to Jas. F. Morgan Co Ltd. D
Hilo Railroad Co to W. H. Shipman W. H. Shipman and wf to Chas. S. Fisher. D
Mary K. Nicholas by trs to Louisa Ahrens. D
Lin Hon Wai to Kaneohe Rice Mill Co Ltd. CM
Recorded June 13, 1912.
J. Alfred Magoon to Ida W. Water- house (widow) et al, D; int in R. P. 6888, lot 1561, Manoa, Honolulu, Oahu; \$1. B 375, p. 1. June 1, 1912.
James D. Dougherty to George H. Robertson; P. A; general powers. B 366, p. 449. May 18, 1912.
Lettitia M. Walker and hsb (O. H.) to Ellen M. Bicknell (widow), D; lot 18, Pawaa tract, Honolulu, Oahu; \$4250. B 375, p. 1. June 6, 1912.
E. Langeheilm to Kah. Tin Yin, B. S; two-story frame building, cor. Asylum Rd and Emmelhuth lane, Honolulu, Oahu; \$700. B 368, p. 451. July 14, 1909.
Fidelity Insurance Co Ltd by recvr to Henry Waterhouse Trust Co Ltd, D; lot 15, blk B, Minton tract, Honolulu, Oahu; \$107. B 370, p. 105. June 3, 1912.
K. Susuke to von Hamm-Young Co Ltd, C. M; Cadillac touring car, No. 42785, engine No. 65531, Ter of Hawaii; \$1175. B 367, p. 292. May 13, 1912.
Sam Kaukani by Jdgo to Goo Wan Hoy, Jdgm; ad damnum \$80.31 costs and charges \$10.12. B 143, p. 70. June 12, 1912.
Mutual Bldg & Loan Socy of Hawaii Ltd to I. P. Kimball, Rel; mtg and addl chge on lot 14, bldgs, rents, etc. Wala- lae Heights, Honolulu, Oahu; \$600 and \$400. B 367, p. 206. June 12, 1912.
Jose Barboza and wf to Lusitana Benefit Socy of Hawaii, M; lots 3 and 4, blk 10, bldgs, etc. Kakaiahi tract, Honolulu, Oahu; \$300. B 369, p. 133. June 13, 1912.
John J. Barboza and wf to Lusitana Benefit Socy of Hawaii, M; lot 6, bldgs, etc. Fort St tract, Honolulu, Oahu; \$650. B 369, p. 138. June 12, 1912.
Kaneohe Rice Mill Co Ltd to Eman- uel S. Cunha, D; ap 1 of R. P. 977, kul 174B, Kaneohe, Koolau, Oahu; \$350. B 370, p. 108. June 13, 1912.
Cecil Brown, tr, to Carlos A. Long, Par Rel; lots 1 and 4, Olomana tract, Honolulu, Oahu; \$1300. B 367, p. 207. June 13, 1912.
Carlos A. Long and wf to John E. Vargas, D; lot 4, Olomana tract, Honolulu, Oahu; \$800. B 375, p. 3. June 12, 1912.
John E. Vargas and wf to Carlos A. Long, tr, M; lot 4, Olomana tract, Honolulu, Oahu; \$200. B 367, p. 208. June 13, 1912.
Oahu College by trs to James D. Dougherty, Rel; E half of lot 4, blk 13, College Hills tract, Honolulu, Oahu; \$340. B 367, p. 210. June 13, 1912.
Oahu College by trs to James D. Dougherty, Rel; lot 5, blk 13, bldgs, rents, etc. College Hills tract, Honolulu, Oahu; \$2700. B 367, p. 211. June 13, 1912.
William R. Castle, tr, by atty to Georgiana W. Wright, Rel; lots 29 and 30 and bldgs, Kallik Rd, Honolulu, Oahu; \$700. B 367, p. 211. June 12, 1912.
James D. Dougherty by atty and wf to Mary H. Smith, D; lot 5 and E half of lot 4, blk 13, College Hills tract, Honolulu, Oahu; \$6900. B 370, p. 110. June 13, 1912.
J. H. Schnack and wf to Amelia R. Mattos, D; 5990 sq ft of R. P. 8239, kul 640, bldgs, etc. Pua St Extn, Honolulu, Oahu; \$1200. B 365, p. 333. June 7, 1912.
Wm. F. Pogue and wf to East Maui Irrigation Co Ltd, D; R. P. 3258; 2801, ap 1 and 2; 2805; 2942; 3265, ap 1 and 2, and 3261, ap 1 and 2, Walluanui, Hana, Maui; 4-6 int in gr 3375, Koolau, Hana, Maui; \$1200 and \$750. B 370, p. 105. June 8, 1912.
Recorded June 14, 1912.
Margaret S. V. MacGregor to Eliza- beth M. MacGregor (widow), D; lot 8, blk 104, Palolo Valley, Honolulu, Oahu; \$1, etc. B 368, p. 125. June 13, 1912.
Elizabeth M. MacGregor (widow) to Margaret S. V. MacGregor, D; lot 9, blk 2, Kaimuki tract, Honolulu, Oahu; \$1, etc. B 368, p. 126. June 13, 1912.
Mary J. Alexander by atty to Eliza- beth K. Meyer, Par Rel; mts and addl chge on 3022 sq ft land, Kalihi, Hono- lulu, Oahu; \$1. B 359, p. 177. June 10, 1912.
Elizabeth K. Meyer and hsb (W. C.) to Thomas Pineapple Co Ltd, D; 3022 sq ft of gr 342, Kalihi, Honolulu, Oahu; \$302. B 368, p. 127. May 31, 1912.

J. K. Malelua and wf et al to Helen Malelua (widow), D; int in Est of S. P. 310, etc. B 368, p. 130. June 5, 1912.

Edwin B. Hamaku and by trs et al to Frank K. Archer and wf, L; 3691 sq ft of R. P. 3735, kul 706, and R. W., etc. Kewalo, Honolulu, Oahu; during nat- ural lives of lessees, pd \$1. B 363, p. 284. June 10, 1912.

Carlos A. Long and wf to E. Iwa- shita, D; lot 1, Olomana tract, Hono- lulu, Oahu; \$800. B 375, p. 3. June 12, 1912.

Elizabeth K. Booth and as bdn et al by comr to J. H. Schnack, P. D; int in 34-100a land and por R. W. Guil- lick Ave, Honolulu, Oahu; \$1. B 370, p. 128. June 12, 1912.

J. H. Schnack et al by comr to Eliza- beth K. Booth and as bdn et al, P. D; int in 94-100a land and por R. W. Guil- lick Ave, Honolulu, Oahu; \$1. B 370, p. 128. June 12, 1912.

Irwin P. Kimball and wf to Rose Hopkins (widow), D; lot 14, Wala- lae Heights, Honolulu, Oahu; lot 148, sec B, Palolo Hill tract, Honolulu, Oahu; \$2200. B 376, p. 8. June 13, 1912.

Kaleochokei (K) to C. Boile, tr, D; R. P. 1985, kul 6245, Kamae, Hono- lulu, Oahu; kul 6245, King St, Hono- lulu, Oahu; R. P. 4452, kul 935, Waka- haui, Honolulu, Oahu; R. P. 5126, kul 7268, Ahakulea, Waimano, Hawaii; int in Est of Chas. Kanahua, decd, Ter of Hawaii; \$200. B 370, p. 132. June 13, 1912.

Bank of Hawaii Ltd to Tomizo Kat- sunuma, Rel; 15,000 sq ft of blk D, cor Metcalf and Rocky Hill Sts, Honolulu, Oahu; \$1000. B 359, p. 178. June 10, 1912.

Von Hamm-Young Co Ltd to T. H. Hughes, A. M; mtg Henry T. Hughes et al on 2 Packard touring cars Nos 15800 and 15311, Ter of Hawaii; \$2902. B 359, p. 179. June 14, 1912.

Kalua Kapukini to William Henry, M; ap 2 of R. P. 1379, kul 2060, Kaneo- he, Koolau, Oahu; \$100. B 359, p. 180. Jan 17, 1912.

E. L. Hutchinson to George T. Plum- mer and wf, Corctn D; 15,600 sq ft of lots 12 and 14, blk 23, Kaimuki tract, Honolulu, Oahu; \$1. B 368, p. 137. June 14, 1912.

Mutual Bldg & Loan Socy of Hawaii Ltd to George T. Plummer and wf, R. P. 14,000 sq ft of lot 12, blk 23, bldgs, rents, etc. Kaimuki tract, Honolulu, Oahu; \$1200. B 374, p. 3. June 14, 1912.

George T. Plummer and wf to Ella F. Osborn (widow), D; 15,600 sq ft of lots 12 and 14, blk 23, Kaimuki tract, Honolulu, Oahu; \$2200. B 368, p. 139. June 14, 1912.

Est of James Kauhane by admr to Margaret K. Bertelmann, D; int in 1-2 int in pc land, Waiohinu, Kau, Ha- waii; \$500. B 368, p. 128. May 25, 1912.

Hilo Railroad Co to Territory of Hawaii, D; int in pc land, Hawaii; \$1. B 368, p. 132. May 22, 1912.

Onomea Sugar Co to Hilo Railroad Co, D; pcs land, Pukaia, Hilo, Ha- waii; \$2494. B 370, p. 112. June 12, 1912.

C. Brewer and Co Ltd to Hilo Rail- road Co, D; pcs land, Kawaiahi, etc. Hilo, Hawaii; \$95. B 370, p. 117. June 12, 1912.

C. Brewer & Co Ltd to Hilo Rail- road Co, D; pors grs 34, 898 and 916, ap 1, Launi, etc. Hilo, Hawaii; \$249. B 370, p. 118. June 12, 1912.

Honolulu Sugar Co to Hilo Rail- road Co, D; pors grs 1357, 1358, 898, 917 and 616, Kaakepa, etc. Hilo, Ha- waii; \$1074. B 370, p. 122. June 12, 1912.

Pepeeokeo Sugar Co to Hilo Railroad Co, D; pors R. P. 7192, grs 1030, 872 and kul 2289, Kahua 3, etc. Hilo, Ha- waii; \$1435. B 370, p. 125. June 12, 1912.

Abbie K. Harper to Emmeline M. Ma- gon, D; int in gr 2571, bldgs, etc. Ophihale, S. Kona, Hawaii; \$125. B 368, p. 136. June 12, 1912.

Kaanana and wf to Maraea Mohio, D; R. P. 2725, Kooka, Lahaina, Maui; \$1. B 368, p. 129. Jan 26, 1877.

Namalelua (w) to S. P. 310, etc. and pc land, Lahaina, Maui; \$250. B 368, p. 128. May 1, 1900.

Moalekele Kawaiahi and hsb (S) to Edgar Morton, D; gr 545, ap 1, 3, 4 and 5, and gr 398, rents, etc. Kamaole, Kula, Maui; \$1000. B 368, p. 134. Nov 4, 1909.

Koloa Sugar Co to McBryde Sugar Co, L; 45-100a land, Kaula; 20 yrs at \$1 per an. B 373, p. 6. May 26, 1903.

Piliwale (K) by gdn to McBryde Sugar Co Ltd, L; 1-5 int in R. P. 4236, kul 5314, and water rights, Koloa, Kauai; from Dec 15, 1920, to Aug 30, 1926, at \$13.48 per an. B 373, p. 8. Oct 18, 1911.

McBryde Sugar Co Ltd to Kawaiahi- hoo Hips (w), L; 76-100a of R. P. 4236, kul 5314, Koloa, Kauai; 25 yrs at \$3.80 per an. B 373, p. 10. Nov 18, 1911.

Kawaiahihoo Hips (w) to McBryde Sugar Co Ltd, L; 4-15 int in R. P. 4236, kul 5314, and water rights, Kolo- la, Kauai; 25 yrs at \$17.50 per an. B 373, p. 12. No 4, 1911.

J. K. Palama and wf to W. A. Kin- ney, M; L. P. 5667, Kalaheo, Koloa, Kauai; \$454.25. B 359, p. 181. May 24, 1912.

Theresa G. S. Calres and hsb (M) to W. A. Kinney, M; L. P. 5670, Kalaheo, Koloa, Kauai; \$281.13. B 359, p. 184. May 30, 1911.

Dung Yet and wf to W. A. Kinney, M; L. P. 5671, Kalaheo, Koloa, Kauai; \$421.31. B 359, p. 186. May 30, 1912.

Christina Gomes and hsb (M) to W. A. Kinney, M; L. P. 5665, Kalaheo, Kolo- la, Kauai; \$387.42. B 359, p. 186. May 21, 1912.

John de C. Jerves and wf to W. A. Kinney, M; L. P. 5669, Kalaheo, Koloa, Kauai; \$577.61. B 359, p. 191. May 24, 1912.

Mary Fune and hsb (A) to W. A. Kin- ney, M; L. P. 5673, Kalaheo, Koloa, Kauai; \$281.56. B 359, p. 193. May 24, 1912.

Juan Torres and wf to W. A. Kin- ney, M; L. P. 5666, Kalaheo, Koloa, Kauai; \$473.34. B 359, p. 196. June 7, 1912.

Austin Caraballo and wf to W. A. Kinney, M; L. P. 5661, Kalaheo, Hono-

WHY RAILROAD- OWNED SHIPS ARE OPPOSED

SAN FRANCISCO, July 14.—The opposition of the Chamber of Com- merce to the use of the Panama canal by coastwise shipping, owned or con- trolled by railroads, is to be fully de- fined in the forthcoming number of the Chamber of Commerce Journal. In part the Journal will say:

"The Chamber of Commerce de- mands that no railroad-owned or con- trolled shipping be permitted to use the Panama canal in coastwise traf- fic to any extent, or in any proportion, or on any conditions whatever.

Railroads Will Control.
"Two railroads owned in common cannot be expected to enter into ac- tual competition, nor can the owners of a steamship line be expected ac- tually to compete with a railroad which they also own.

"A railroad having an investment of \$500,000,000 in railway lines and \$25,000,000 in steamship lines cannot con- ceivably permit the smaller invest- ment injuriously to affect the larger.

"The greatest benefit to be de- rived from the completion of the canal will arise from the encouragement of the building and operation of a suf- ficient number of ships to carry ade- quately the tonnage offered, and from the maintenance of true sea-level rates. These benefits, in their fullest measure, cannot be hoped for unless the conditions under which ships will operate are fairly equal.

"A railroad could operate its steam- ships temporarily without a profit, or even at a loss, and thus discourage independent steamships from engaging in a competition in which they would be at a prohibitive disadvantage.

"If the building and operation of in- dependent steamships is discouraged and the field is left to railroad-owned or controlled ships, we must, then, be in the position of having to look to the railroads themselves for benefits which the canal was constructed to bestow.

"The opposition of the chamber to the use of the Panama canal by ves- sels going coastwise and owned or controlled by railroads was not con- ceived in a corporation-baiting spirit, nor was it aimed at any particular steamship or railroad company. Its purpose was to defend the commerce of San Francisco against any possi- bility of transportation monopoly, and to prevent a bitter disappointment of the hopes which the people of this city have been warranted in basing upon the canal as an economic factor.

"The question is larger than that of any one railroad or steamship line, and the possible loss to the Coast is far greater than any one corporation could cause. If half the Oriental trade develops that we may reasonably ex- pect, the volume of shipping in the Pacific will equal, and probably ex- ceed, that in the Atlantic. Not three, but eight or ten transcontinental rail- roads will have their termini at San Francisco. They will be compelled by economic necessity to keep fleets of great vessels to feed their lines at this end, and to carry to China and Japan the products of the Middle West. If these fleets are permitted to use the Panama canal, the same economic necessity will compel them to combine against independent ship- ping, and with the railroads willing to defray operating losses, drive this independent shipping out of the coast- to-coast traffic.

"As the Panama canal bill stands at this writing, in the form in which it was reported back by the Senate com- mittee, it provides that a railroad-con- trolled ship may use the canal, pro- vided half her cargo is going to or coming from a foreign port. The in- sertion of this proviso was merely a temporary compromise. The position of the chamber has been that no rail- road-owned or controlled vessel should be permitted to use the canal at all in the coastwise trade, and that is still its position.

Not a New Fight.

"There is nothing new about this fight, except its form. It is part of the old railroad opposition to any Panama canal at all—an opposition that for at least thirty years has been unremit- ting in vigilance and astonishingly clever in device. Never avowing its origin or showing its hand, it sought, by means of misleading statistics in editorials and magazine articles to make the people believe there was no use digging the Panama canal, that if the Panama canal was to be dug it ought to be dug at Nicaragua, and if a Nicaragua, then Panama was bet- ter; that if it were dug nobody would use it, because it would still be short- er from New York to Hongkong by way of Suez; and finally if the Gov- ernment in its unwisdom was bound to dig it, it should be a sea-level canal, in other words, one that couldn't be finished in a generation. And such a reach did the opposition have that a high official of the Colombian Govern- ment, explaining Colombia's failure to renew the French concession, once as- signed as one reason 'the transcon- tinental railroad lobby at Bogota.'

"The San Francisco Chamber of Commerce has stood, and will con- tinue to stand for the exclusion from the canal of the unfair competition of railroad-owned or controlled ships in the coastwise trade, in order that there may be fair and lasting compe- tition among independent ones."

steads, Koloa, Kauai; \$269.98. B 359, p. 198. June 7, 1912.



The Latest Thing in Stoves

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It Burns Oil—No Ashes
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PINE-CANNERS ALLOWED REBATE

Collector E. R. Stackable furnishes the letter printed below for the infor- mation of all interested.

Pineapple canners are allowed a re- bate on their products exported to for- eign countries equal to the duty, less 1 per cent, thereof, paid on the refined sugar, made from imported raw sugar, used in canning the pineapples, or, in other words, 99 per cent. of the duty on such raw sugar is refunded to them.

As the canneries use some sugar made from domestic raw sugar, to se- cure the rebate in question account as to be kept of the refined article used, which is made from imported raw sug- ar. There being no rebate on the pine- apples consumed in any part of the United States, purely domestic sugar can be utilized without any sacrifice for that portion of the pack which the home market takes. Therefore, the local canneries that have placed orders for 1800 tons of the Honolulu Plan- tation Co.'s refined sugar lose nothing by patronizing local industry to that extent.

As will be seen by the letter, the Hawaiian Pineapple Co. has been